

Sri P. R. RAMAIIYA.—In that case this would serve only as a reference document?

Sri H. SIDDAVEERAPPA.—I do not say that. Government have not yet taken any decision to the effect that we should not implement it as it is. I only stated “perhaps it would be more advantageous”.

Sri P. R. RAMAIIYA.—Government have to state definitely whether they are taking any action on that Report. They cannot answer in an hypothetical manner.

Sri H. SIDDAVEERAPPA.—Government have not taken any decision.

QUESTIONS FOR ANSWERS ON THE DAY

(but not taken up)

President, Town Municipal Council, Bhadravathi (Irregularities in disposal of sites).

Q.—19. Sri B. MADHAVACHAR.—(Bhadravathi).—

Will the Government be pleased to state.—

(a) whether it is a fact that grave irregularities have been committed by the President, Town Municipal Council, Bhadravathi, in the disposal of Municipal sites in Fort area, Old Shandy Maidan area and Sweeper Shed area, during 1954;

(b) whether and if so, when a complaint was received;

(c) whether the Government have taken any action in the matter?

A.—Sri T. CHANNIAH (Minister for Public Health and Local Self-Government).—

(a) Yes.

(b) 10th January 1955.

(c) The matter is under consideration.

Mysore Dasara Exhibition.

Q.—605. Sri V. R. NAIDU (Mallawaram).—

Will the Government be pleased to state:—

(a) the expenditure incurred for the extension of the Mysore Dasara Exhibition;

(b) the net income from the Dasara Exhibition of 1955 and the expenditure incurred thereon;

(c) whether the profits derived would be utilised for the development of the exhibition;

(d) the amount granted by them for Exhibitors' Association Building as promised by the Chief Minister during the Silver Jubilee Celebrations of the All-India Exhibitors' Association (Regd.), Mysore;

(e) where and when the Exhibitors Association Building will be constructed?

A.—Sri T. CHANNIAH (Minister for Public Health and Local Self-Government).—

(a) Rs. 71,125.

(b) Net income Rs. 36,500.

Expenditure Rs. 1,37,500.

(c) Yes.

(d) The issue of grant will be considered when the Association takes up the putting up of a building.

(e) No information is available.

Condolence References re : Deaths of Sri Belur Srinivasa Iyengar and Sri B. S. Puttaswamy.

Mr. SPEAKER.—I regret to have to announce the House of the deaths of Sri Belur Srinivasa Iyengar and Sri B. S. Puttaswamy who were members of the Representative Assembly and Legislative Council and I desire to express our sense of sorrow and our sympathy with the relatives of the deceased.

Minister's Statement

Dr. R. NAGAN GOWDA (Minister for Industries and Excise).—Yesterday some Hon'ble members wanted some information when I moved the Mysore State Aid to Industries (Amendment) Bill, 1956. I have got it and shall read it out for the information of members.

Mr. SPEAKER.—Would it not be possible to print and distribute the information to members?

Dr. R. NAGAN GOWDA.—Yes, I will do that on Monday.

THE BANGALORE ROAD TRANSPORT SERVICE BILL, 1956.

Motion to consider.

***Sri H. SIDDAVEERAPPA** (Minister for Finance and Home).—Sir, I beg to move:

“That the Bangalore Road Transport Service Bill, 1956, be taken into consideration.”

Sir, I am indeed very thankful to the Hon'ble House for having kindly consented to waive the usual period of notice as required under the Rules and for enabling me to move this Bill for consideration today. I express my gratitude to the Hon'ble Members of the House for that.

As the House is well aware, the question of nationalisation of the Transport Service in Bangalore was engaging the attention of the Government from a fairly good deal of time—I do not say, long time. I find that on the floor of the House both here and elsewhere, a desire was expressed by the public that in a growing city like ours in Bangalore, it is very necessary to provide cheap, efficient and well-organised transport services to the satisfaction of the public. In a modern country and in our modern civilisation, transport has become as important as the daily requirements of our life, like food, cloth etc. Especially in a city where people live long distances away and where residences are spread miles away from the place of usual business, transport charges become an important matter and an important item in the budget of the family. Moreover, when people work according to regulated hours in the cities it is very essential that transport must be quick and expeditious. From this point of view, I may be permitted to refer to the history of

this Bangalore Transport Company and the position that was prevailing in this City before that Company was formed.

Sir, this Company was floated I believe in the year 1946. Before that, quite a large number of private people were allowed to operate. There was a lot of wasteful expenditure and circuitous routes resulting in a lot of inconvenience to the travelling public. The Government of the day thought, even though the population of the City at that time was very much less, that it was essential to provide better travelling facilities to the citizens. The Transport Commissioner of that time, I think an Englishman by name Sir Herald Colam, submitted a scheme to the Government stating that a joint stock company may be formed with Government participation of capital with certain powers of management to the Government, having a Government Director as Chairman. The scheme was worked out and in the year 1940, a provisional committee or the Board of Directors was constituted with Sri B. K. Garudachar as Chairman. From that time onwards, the Company was given a lease of life for ten years. Subsequently I believe in the year 1950, its life was extended by another two years and by the end of 1951, for another period of years. The period of the lease or permit will expire somewhere by the end of March 1957. I must acknowledge that during the period of its existence, as far as it is possible, the Company was efficiently administered and to the best of its abilities, better travelling facilities, compared with the year 1940, were provided to the travelling public. Though of course, there is a greater need for larger route mileage and larger number of vehicles, within the existing limits possible, the Company did well and the Company gave fairly satisfactory service to the travelling public in this premier City of ours. Today the position is that the area of Bangalore City is 25.5 sq. miles and according to the 1951 Census, the population is 7,78,997, whereas in 1941, at the time the company was floated it was just 4,60,760, I believe,